

Amendments to the Specification

Please replace paragraph [0007] with the following amended paragraph:

[0007] The first part of the hydraulic actuator is fixed to the housing. Moreover, if a certain center section is fixed to the housing for fluidly connecting the hydraulic pump and the hydraulic motor with each other, the center section may serve as the fixed part of the hydraulic actuator, thereby reducing the number of parts required to produce the hydraulic actuator. Also, in this case, the driving part is incorporated in the center section, thereby contributing for minimization of the IHT. Furthermore, the control valve may be also incorporated in the center section so as to further minimize the IHT. In this case, the control valve may be reciprocally movable in parallel to the driving part of the hydraulic actuator, thereby extremely reducing the waste portion of the center section for arrangement of the hydraulic actuator and the control valve.

Please replace paragraph [0012] with the following amended paragraph:

[0012] For supplying oil into the hydraulic actuator through the control valve, the oil filled in the housing may be used. Moreover, when a charge pump for supplying the HST with oil is provided in the housing, the charge pump may also be used for supplying the hydraulic actuator with oil. Oil from the hydraulic actuator may be drained into the inner space of the housing. Therefore, any other oil source is not required for the hydraulic actuator, thereby saving the number of parts for constituting the hydraulic servomechanism for moving the capacity changing device so as to save costs. The hydraulic actuator and the control valve may be contained in the common housing. Moreover, the link mechanism may be also contained in the housing except for a portion thereof in ~~correction~~ connection with the human-operated member provided outside the housing. Thus, the oil circuit for supplying the hydraulic cylinder and the control valve with oil from the oil sump in the housing can be extremely minimized so as to enable the IRT with such a hydraulic servomechanism to be excellently compact. Also, such component parts of the hydraulic servomechanism for moving the

capacity changing device are protected by the housing from muddy water, rain water, dust and other impurities so as to improve the durability and reliability of the IRT in its capacity control.

Please replace paragraph [0022] with the following amended paragraph:

[0022] An interior space of housing 9 is divided into first chamber R1 [[RI]] and second chamber R2 by a partition wall 9i integrally formed of housing 9. In first chamber R1 are disposed a hydraulic pump 11 and a hydraulic motor 21, which are hydraulically connected with each other so as to constitute an HST 8. In second chamber R2 are disposed above-mentioned axles 50L and 50R, differential gear unit 40, and a drive train 30 for transmitting power from a later-discussed motor shaft 22 of HST 8 to differential gear unit 40.

Please replace paragraph [0027] with the following amended paragraph:

[0027] In first chamber R1 [[9]], a center section 10 of HST 8 is removably attached to housing 9. As shown in FIG. 2, when viewed in plan, a longitudinal direction of center section 10 is oriented perpendicularly to axles 50L and 50R. A front half portion of center section 10 arranged in this manner has a vertical surface serving as a motor mounting surface 10m, onto which hydraulic motor 21 is mounted. A rear portion of such center section 10 has a horizontal surface serving as a pump mounting surface 10p, onto which hydraulic pump 11 is mounted (see Figs. 3 and 4).

Please replace paragraph [0036] with the following amended paragraph:

[0036] One end of motor shaft 22 is rotatably supported in a bearing hole which is open at the center of motor mounting surface of 10m of center section 10. The other end of motor shaft 22 is inserted into second chamber R2 while the intermediate portion of motor shaft 22 being rotatably supported by a bearing 29 provided between the upper and lower halves of partition wall 9i. Bearing 29 is

provided with a seal for preventing oil from flowing between first and second chambers R1 though and R2 therethrough.

Please replace paragraph [0047] with the following amended paragraph:

[0047] Charge oil circuit 18 further comprises a check valve 95 for preventing drive wheels of a vehicle from being unexpectedly freely rotated. Check valve 95 allows oil to flow from the oil sump in first chamber R1 to check valves 94. If engine 2 is stopped while a vehicle is on a slope, axles 50L and 50R tend to rotate so that hydraulic motor 21 functions as a pump so as to reduce the hydraulic pressure of either oil circulation passage 71 or 72. For holding axles 50L and 50R [[is]] in stationary, this reduced hydraulic pressure is required to be compensated. However, charge pump 45 is not driven because engine 2 is not driven. Therefore, check valve 95 and corresponding one of check valves 94 are opened by the depression of hydraulically reduced oil circulation passage 71 or 72 so as to introduce the oil in first chamber R1 thereinto.